

SYNDICATES FORMING TO BUILD CUP YACHTS

Reports Indicate That at Least Six 75-Footers Will Be Constructed.

HERRESHOFF IS READY

Will Lay Keel of Prospective Defender in a Few Weeks—Has Accepted Another Order.

Now that a race for the America's Cup in 1914 is assured, yachtsmen in all parts of the country are already planning to be present at this biggest of all international contests in the world of sport. Unless some unforeseen delay occurs the challenger, the Royal Ulster Yacht Club, and the defender, the New York Yacht Club, have agreed through their respective committees that the first race of the series shall be sailed on Thursday, September 10, 1914. The races that follow are to be sailed on Tuesdays, Thursdays and Saturdays until one of the yachts has won three races out of five. This will give each side an opportunity to make any necessary repairs in case of an accident.

This will be the thirteenth time that the New York Yacht Club has been called upon to defend the famous old trophy, which has been aptly called the "blue ribbon of the sea," and it will mark the fourth attempt that Sir Thomas Lipton has made to "lift" the cup.

At a dinner on board the yacht Enchantress this month the Irish baronet announced that he believed that Charles E. Nicholson, who is to build his seventy-five-foot yacht Shamrock IV, is the best designer in the world, and he said he felt sure that he has a better chance of winning the cup than ever before.

The New York Yacht Club has not had much to say, but the faith of the members in Herreshoff does not waver, and it goes without saying that they expect him to turn out a seventy-five-footer that will keep the cup on this side of the Atlantic.

Although "Nat" Herreshoff has repeatedly declared that he would not accept a commission to build two yachts for the elimination races—at which a defender will be selected—the latest report from Bristol says that George M. Pynchon and E. Walter Clark have placed a contract with him for a 75-foot sloop. George M. Pynchon owns the class sloop Ilatena. E. Walter Clark is commodore of the Corinthian Yacht Club of Philadelphia. Herreshoff recently declared that the limit of speed has been reached in a cup defender and that future speed development must come from changes in the rigging and sail plan of the yacht.

Reports from many sources show that the building of at least six candidates for cup defense is contemplated, but, as a matter of fact, only two have been actually ordered to date. The first one is to be owned by the syndicate headed by Henry Walters, of Baltimore, who was formerly vice-commodore of the New York Yacht Club. The other members of the syndicate are former Commodores Arthur Curtis James, Frederick G. Bourne and Cornelius Vanderbilt, Vice-Commodore George F. Baker, Jr., and Rear Commodore J. P. Morgan. The yacht is to be managed and sailed by Robert W. Emmons, 2d, of Boston, a member of the New York Yacht Club, and one of the cleverest amateur skippers on the Atlantic coast.

The keel of this new yacht is to be laid in a few weeks at the Herreshoff yard, at Bristol, R. I. The Pynchon sloop will be started later. Taking the present "fifties" as a basis for measurement, under the present rule, and enlarging them to 75 feet water line, an expert has figured that the over-all length of both the challenger and defender should be 108 feet; their beam, 22 feet; draft, 13.75 feet; displacement, about 2,700 cubic feet and sail area, approximately, 11,000 square feet.

Alexander Smith Cochran, of Yonkers, who had the schooner Westward, built by Herreshoff under the British rule of measurement, is ready, it is said, to furnish the money to build a defender alone, and so is John H. Hanan, who would build a boat for his sons, Addison G. and Wilmer Hanan. Addison G. Hanan is the designer, owner and skipper of the fast 32-rater, Josephine, the champion of the P class on Long Island Sound this summer.

Still another who is said to be willing either to build alone, or join a syndicate, is Commodore August Hecksher, of the Seawanhaka Corinthian Yacht Club, whose son, Maurice Hecksher, is the owner of the fifty-footer Acushla. Commodore J. Stuart Blackton, some say, is forming a syndicate of Atlantic Yacht Club members with a view to building a Cup defender. C. Oliver Jacin, the successful Columbia defender, has also been talked of as a possible member of a syndicate to build a boat. It is quite likely that he will be the manager of one of the sloops, even if he does not become interested in the building of one.

Among the many reports of syndicates there comes one from Boston to the effect that the Eastern Yacht Club is forming one, to be headed by its commodore, Robert Treat Paine, 2d, who owns and sails the fast sloop Shimma. George Owen, who designed some of the fastest sloops in the P and Q classes, has been mentioned as the designer of the yacht for this syndicate.

"It is quite likely," said a member of the New York Yacht Club last night, "that William Gardner, Henry Gleiw and Theodore Wells will be among the designers chosen by some of the syndicates that are going to build. Gardner, it is understood, has two designs of seventy-five-foot yachts completed.

Racing yachtsmen agree with Herreshoff that the limit of speed has been nearly, if not quite, reached, and every one realizes that the next series of races is going to be the closest struggle ever seen for the cup for several reasons, one being that the yachts are to be smaller and built under a different rule of measurement from their predecessors. The fact that both the challenger and the defender are to be handled by amateurs may also make a difference in the results, even though both are recognized as among the cleverest helmsmen obtainable.

W. P. Burton will handle the Shamrock IV in her races, and will have, as sailing master to look after the sails, Captain Rycamore, the old-time racing skipper, who was captain of one of the Shamrocks. Robert Emmons, 2d, will have on board the American yacht as assistant in looking out for the trim of the sails Christian Christensen, who was mate with the late Charlie Barr on board the Reliance and later captain of Cornelius Vanderbilt's sloop the Aurora.

MOTORING PLAYGROUND IN QUEENS BOROUGH

New and Improved Roads in That Section a Credit to the Greater City.

CONDITIONS NEARLY IDEAL

In Two Years as Superintendent of Highways G. Howland Leavitt Has Worked Wonderful Change.

As a result of nearly two years of untiring work, New York City has a veritable playground for motorists within her borders, with the probability that its extent will be increased in the near future. Under the leadership of G. Howland Leavitt, Superintendent of Highways of the Borough of Queens, that section of the greater city now boasts a network of smooth, dustless roads, offering the automobilist ideal conditions for pleasure touring, with diversified scenery, only a few miles' run from the heart of Manhattan.

Motorists will recall the execrable condition of the main roads in Queens Borough two years ago and prior to that time. The heavily travelled highways were the most thoroughly detested by motor car users, due to their cracked and broken surfaces that "cheviced" up tires and made motoring over them expensive and generally uncomfortable. Today all that is changed. The car owner finds roads in Queens that are the equal of, if not superior to, the best of which France can boast, not only on the main lines leading to the more distant parts of Long Island, but criss-crossing the entire borough.

A few days ago Mr. Leavitt, with the assistance of Sam Brock, the Queens mathematical expert, took a party of newspaper men on a run over the borough roads, selecting a roundabout course that included parts of Thompson avenue, Hoffman Boulevard, Trotting Course Lane, Metropolitan avenue, Hillside avenue, Rosedale avenue, Rockaway Road, Locust avenue, Central avenue, Springfield avenue, Queens avenue, Rocky Hill Road, Bell avenue, Willett's Point Road, 34th street, Whitestone, College Point Road and Jackson avenue. The distance covered was about sixty miles, with most of which several of the party were familiar under the old conditions.

Not on the entire route was a stretch of other than nearly perfect surface encountered. Not only that, but the laborers who were passed, at least one to every two or three miles of highway, were at work keeping gutters clear of dead leaves or fixing spots where there appeared a tendency to ravel.

Mr. Leavitt is an unusual type of public official. The owner of one of the most beautiful estates facing on the Sound, he accepted his present office only after strong urging by Maurice E. Connolly, the youthful president of the borough. Mr. Leavitt is the only Republican among the holders of public office in Queens.

As an owner of a high class trotting horse and of recent years an automobile enthusiast (he owns five cars), Mr. Leavitt has always been an agitator for good roads. His own money paid for some of the first good road machinery ever used in Queens, and during his two years term of office he has refused to make use of a city-owned car, preferring to drive one of his own.

Taking office a year ago last January Mr. Leavitt started in by studying the make-up of roads that had proved successful in various parts of the country, his investigation taking him to Chicago, Minneapolis, Washington and other cities. In Queens he found miles of old, good, obsolete waterbound macadam, of good foundation, but for which no lasting method of resurfacing had been found.

He also made a study of patent roads, such as Warrenite, Sicilian, Amide, etc. He finally decided on what is known as the Toleka-Stein, which infringes on the patent types, and which appears as to its lasting qualities. All that has been placed in Queens thus far has been under a five-year guarantee. It is not rolled, and so quickly applied that from July 2 to October 19, 1912, one mile a day was completed, an unprecedented record.

Since Mr. Leavitt took office the borough has rebuilt 114 miles of obsolete road, has resurfaced 76 miles of waterbound macadam, has improved 200 miles of dirt roads and built eleven miles of new paved streets.

Not the least important feature of the changes wrought has been the introduction of a new form of contract, requiring a guarantee of five years on roads, and holding contractors strictly to the number of days work on any section. In the old days it was unusual to receive more than two or three bids for a section of highway. Under the Leavitt regime as many as fifty-four bids have been made for one job.

CALL COLUMBIA CREW MEN First Freshman Practice Will Take Place on Wednesday.

The call for candidates for the Columbia freshman crew was issued on Friday. The first practice will be held next Wednesday. Jim Rice, the coach of the Columbia crew, has been in Toronto putting the finishing touches on Eddie Duran for his professional race. Rice expects to reach New York to-morrow, and will then begin the task of selecting his first year squad.

Columbia has the largest freshman class in its history this year, and Rice hopes that he will not be bothered by the lack of enthusiasm, which has handicapped him in the last few years. The work for the first week will be on the machines in University Hall. When the young oarsmen have become thoroughly acquainted with the elements of Rice's stroke he will set them to work on the river in eight-oared sets. The "varsity" men will not be called out until well on in the fall.

MOTORCYCLING COSTS LITTLE.

Eighty miles on one gallon of gasoline is the average of Ralph Piper, of Cornish, Iowa, who has just completed a two thousand-mile motorcycle trip to the Cheyenne reservation in North Dakota. He made the entire trip in ten days, the greatest distance travelled in any one day being 200 miles. Piper considers this an extremely economical journey, as his motorcycle is in fine condition, the tires showing practically no wear whatever.

AUTOMOBILES FOR RENT.

5 AND 7 PASSENGER Packard touring car, hour, day or month. 911 Amsterdam ave. Tel. Riverside 3929.

Trouble in Motor Is Signalled to Driver

Unusual Auto Expense Can Be Avoided by Care.

KNOCK IS DANGER SIGNAL

No Indication of Stress Should Be Ignored by Owner Who Would Save Expense.

"Timely attention will save large expenses in automobile upkeep," says a Western manufacturer. "Probably 75 per cent of mechanical troubles that develop in automobiles are a direct result of inattention on the part of the car owners. In some cases this negligence may be excusable on the plea of inexperience and lack of knowledge of what is required in the way of adjustments, but in most cases any lack of attention can readily be traced to procrastination on the part of the car owner."

"Knocks, pounds or other foreign noises emanating from the motor and plainly indicating distress are for the time tolerated, and the owner quiets his fear by assuring himself that he will have the matter investigated at the first time it is convenient for him to be without the use of his car for a day or so. However, it

usually happens that this convenient time is not forthcoming.

"The owner continues to drive his car; the indications of distress become more pronounced; then finally the inevitable happens—the motor is disabled and the car has to be towed to the repair shop. The motor is taken apart for inspection and the mechanic reports a scored cylinder, a broken connecting rod bearing cap and damage to other parts that invariably accompany this, or other trouble that will make necessary the installing of new parts and considerable labor to correct."

"When asked about the trouble the mechanic will probably attribute it to a loose wrist pin screw, a worn connecting rod bearing or the bolts in the bearing cap loose, or name some other conditions that could easily have been eliminated if given attention at the proper time. By lack of timely attention a large repair bill has been incurred, and a delay of several days must be tolerated before the repairs can be completed and the car be made ready for the road."

"No matter in what part of the car trouble develops, whether in the motor, transmission gear set, rear axle, or in one of the lesser units, the car owner is invariably given ample notice of the presence of the trouble by sounds of distress or other noticeable symptoms, and if he is wise this should be his cue for prompt action in the matter of investigation and adjustments."

NEW OVERLAND HOME

Silver Company Goes Further Up Broadway on Wednesday.

Another step in the expansion of the Overland business will be recorded next Wednesday, when the C. T. Silver Motor Company takes possession of its new place on Broadway, near fifth street. Alterations, which have been going on for some time, are now completed, and the Overland will be housed in one of the finest and most practical places in New York. In spite of the mass of detail work necessary as head of the company, Mr. Silver will not have a private office. His desk is to be located on the salesroom floor, where he can see all customers.

On account of the growth of the Overland business it has become necessary to separate the service and parts department from the retail end of the business. To provide for this Mr. Silver has taken a long lease on the building located at No. 218 West 65th street for the use of the departments covering service, repairs and parts. This building will also be occupied during the week.

PUTS CHAINS ON RACERS.

Something altogether new in equipping a car for racing is to put tire chains on it. Louis Disbrow will thus equip his two racers, the Jay-Eye-See and the Simplex Zip. He says he thinks he can make better time on turns with the chains. The Case company, of whose racing team Disbrow is the head, will equip all its 1914 cars with Weed chains.

DISPOSING OF SPARE TIRES

Should Not Hide Rear Number Plates, Says Ajax Man.

"Carrying spare tires at the rear of the car is the popular way of disposing of them just now, and it seems to me in many ways a good system for handling them," says Horace De Lasser, the Ajax tire man. "It will be well for motorists to remember, however, especially those who live in states where the police authorities show a disposition to be particular over such things, that spare tires should not be adjusted in such a way as to interfere with a plain view of the rear license plate."

"The license tag is sometimes put on as if it were an afterthought, and when it comes to adding a couple of spare tires in the rear, the numbers are buried almost out of sight. In many communities, especially in New Jersey, automobilists have been arrested and fined for this. This is a point well worth keeping in mind."

LAUNCH STEEL STEAM YACHT.

In the presence of a number of yachtsmen, friends of the late Henry Rutherford, of Grand Isle, Vt., the new steel launch, a 16-knot steam yacht, which he ordered, was launched on Tuesday from the yard of her builders, at Morris Heights. Her principal dimensions are 34 feet over all, 13 feet water line, 13 feet beam and 6 feet 6 inches draft. Her guaranteed speed under natural draft is 16 knots and 18 knots under forced draft. She carries four boats on the davits—a fourteen-foot cutter, a dinghy of the same length, a lifeboat and a twenty-one-foot motor yacht tender. The yacht will be in command of Captain Charles Holgren.

AUTOMOBILES. AUTOMOBILES.

CRITERION OF VALUE IN USED CARS

No automobile is worth more than the actual service it will render. Demand regulates the value, and value creates the demand.

In the automobile business, as in every other line, these rules have been the gauge by which to measure dollar for dollar value for every dollar spent.

TO INSURE YOURSELF

in selecting a used car, employ these simple principles and you will find that THE HUDSON has a greater demand as a used car than any other car you can buy, regardless of make.

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If you want a car you certainly want one of these at \$400 and up

1912—4-cylinder Roadster
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1913—4-cylinder touring 1912—4-cylinder limousine
1911—4-cylinder touring

ALSO
1909—4-cyl. Locomobile 1912—4-cylinder Marion
1912—6-cylinder Chalmers 1909—4-cylinder Alco
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And every one of these cars is fully equipped and in PERFECT CONDITION, ready for immediate use.

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CYCLE CAR SEEMS TO BE MAKING PROGRESS

Miniature Car Gaining Headway, Both in This Country and Abroad.

MAY BE 1914 SENSATION

England Sees in It the Answer to the American Invasion—Big Firms Preparing for New Product.

Both in America and abroad, Great Britain more especially than in Continental countries, the cycle car seems up as likely to be one of the striking developments of the 1914 season. As in other forms of motor car endeavor, Detroit is the centre of the new movement in the American industry, while in England the diminutive vehicle is looked upon as the British answer to the problem of the "American invasion." There the new type has appeared strongly to the man of average means, and with the true British desire to buy homemade articles if possible higher prices have been paid for cycle cars produced by reputable concerns than are asked for American cars of low price.

Not that the British cycle car has yet proved its ability to compete in speed or stability with the cheaper types of regular motor cars produced in this country. On the contrary, a majority have given trouble through poor design, hasty production and, in many cases, indifferent material. It is considered, however, that a good start has been made, especially as the little machines have shown to good advantage in the hands of experts in several hard trials.

Already it is agreed that the public, in spite of its acceptance of anything that offers cheapness in the line of self-propelled vehicles, will not pay much attention to belt-driven cycle cars. The buying public knows enough about automobiles to demand a live axle form of final power transmission.

Apparently the use of the cycle car will be confined to the good roads sections, for with their narrow treads they can hardly prove satisfactory except over pavements or well kept highways. Even a difference of six or eight inches in the tread would render them a doubtful vehicle on rutted roads. At any rate, their small, light tires would suffer severely under such conditions.

Reports from England are to the effect that some of the most important manufacturers hitherto not identified with this branch of the business are preparing to produce cycle cars for 1914, or the year following, at the latest. They will bring out products eminently sound as to design and of material that will not result in a loss of reputation. The prices, it is anticipated, will approximate very closely that of the cheapest of American cars. Two seated bodies are expected to be the most common type.

AUTOMOBILES.

Rudge-Whitworth Wheels To Be Produced in Buffalo

American Licensee Joins McCue Company and Gives Right to Use Features of English Device.

[By Telegraph to The Tribune.] Buffalo, Sept. 27.—To clear up the wire wheels situation in this country, both as to the question of volume and infringement, George W. Houk, of Philadelphia, last Tuesday acquired a controlling interest in the McCue Company, of this city, and immediately effected the organization of the Houk Wire Wheel Company. This reorganization in no way affects

the personnel or the management of the old McCue Company except to include Mr. Houk in the new company in charge of the selling end. It does, however, give the right to the new company to manufacture wire wheels with triple spokes and with the positive automatic locking device, without either of which, it is asserted, detachable wire wheels cannot be commercially guaranteed.

The licensing of the new company to operate under the recently sustained Rudge-Whitworth patents assures the adoption of wire wheels by a vast number of the leading car makers in this country who have recently placed orders contingent on a clearing up of the situation.

LOW AVERAGE TIRE COST

West Side School Gets Interesting Data from Tests.

Recent experiments with different makes of tires at the West Side Young Men's Christian Association Automobile School show an average of 5,542 miles on eleven plain tread tires and 7,972 miles on four tires of the non-skid type. The greatest mileage recorded for a single tire was 9,307 miles, and the least 3,230 miles. The average cost a mile was found to be less than one-half cent, or to be exact, 5.045.

The tires with which the experiments were made ranged in size from 34 by 3 1/2 to 34 by 4 1/2, and the cars on which they were placed were used for instruction purposes.

"The item of tire expense is considered a serious one," said H. Clifford Brokaw, principal of the school. "Our experiments, however, have proven that with care and attention the item of tire upkeep is not so heavy as most people think. Easy and skilful handling of the clutch and brake will save much of the wear and tear on tires. Even the best tires will wear out quickly if the driver uses the brake and clutch harshly, or drives against the curb."

OLDFIELD MADE FASTEST LAP.

When the official records of the Corona, Cal., speedway races were gone over, it was found that Barney Oldfield, driving a Mercer car, had made the fastest lap of the meet. Oldfield covered the course at a rate of ninety-two miles an hour, official time, and thereby won the Savage trophy. Under the heat and friction of the road surfaces from the wheels of the heavy cars the course began to "sweat" crude oil, and it was while running on the outside of the oily surface that Oldfield crashed into the outer curb, breaking his machine in the fifty-ninth lap.

CYCLE FEDERATION GROWS.

The Federation of American Motorcyclists continues to grow by "leaps and bounds," the last membership card issued during August being 24,553. During that month 463 riders became members of the national organization and 252 men renewed their memberships. Of the 463 new members, 365 were affiliated with local clubs which are a part of the national association.

AUTOMOBILES.

Help Us

Fight Rim-Cutting, Blow-Outs, Loose Treads

They Cost Tire Users Millions

For years we have fought against rim-cutting. Now the tires which prevent it—No-Rim-Cut tires—are the largest selling tires in the world.

Now we are fighting blow-outs. And the method costs us \$1,500 daily.

Now we are fighting tread separation. We paid \$50,000 for the right to use the way.

In these ways we are doing what no other maker does.

Now we ask your help. We ask you who know to tell men who don't know, what these methods save.

Millions of Tires Have Rim-Cut

Any clincher tire—any hooked-base tire—is bound to rim-cut under certain conditions.

The rim flanges curve in—they dig into the tire. And a tire run wholly or partly deflated is bound to be ruined by them.

Almost one-third of all clincher tires are discarded for rim-cutting only. This is proved by statistics gathered for us by certified public accountants.

Goodyear No-Rim-Cut tires don't rim-cut—that we guarantee. All this waste is ended when men get these tires.

But we control the only method to make a feasible tire of this type.

Fewer Blow-Outs

In these same tires—No-Rim-Cut tires—we now save needless blow-outs.

We end the countless blow-outs due to wrinkled fabric, shirking its part of the strain.

All tires save Goodyears are vulcanized on iron cores alone. When this is done under fierce compression the fabric often folds. In those weak spots, where the fabric is useless, thousands of blow-outs occur.

No-Rim-Cut tires are final-cured on air bags shaped like inner tubes. On elastic air, under actual road conditions.

This stretches the fabric so that every inch of every layer bears its full share of strain.

This extra process costs us \$1,500 daily. Because of that cost, no other maker saves you these needless blow-outs.

Fewer Loose Treads

We save loose treads by a patent process for which we paid \$50,000. The tread rubber, in its plastic state, is forced down through the breaker strip. Thus hundreds of large rubber rivets are formed to prevent tread separation. Then the whole tire is vulcanized en masse. This is another feature found in Goodyear tires alone.

These are costly features. On this account, No-Rim-Cut tires used to cost one-fifth more than others.

But their immense popularity—their multiplied sale—has brought the cost down and down. Now no standard tire of any type costs less than No-Rim-Cut tires.

You who know these facts should tell them. There are hundreds of thousands of you. You who don't know should ask those who do. These savings are too big to miss.

Our dealers are everywhere.



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